E. H. Outerbridge Warns of Action by Congress to End Squabbling.

SEEKS UNIFIED POLICY

Next Move Up to Legislatures Regardless of Stand by City.

2 PROPOSALS COMPARED

Both Sides Await Decision of Railroads on Which They Prefer.

my municipality or other unit within the port district can long refuse to coential and so beneficial to the inter-Outerbridge, chairman of the New York Port Authority, issued vesterday a statement which was regarded an invitation to the Hylan admin

Whatever response the city may make to this overture, Mr. Outerbridge cently announced by the Port Author

every organization having the welfare of the port at heart, has it been made Authority by the two trustee States, for all unrelated interests to confer and

"If they neglect or squader opportuni-es," he added, "the nation's interest is large that Congress might easily de-rmine to nationalize this port and put under Federal administration."

termine to nationalize this port and put it under Federal administration."

Wants All to Cooperate.

After reciting the various elements entering into the port development situation, Mr. Outerbridge said:

"Nothing liss than a unified policy and the unification of the powers and influence of the two States can coordinate the many different elements and bring about the cooperation between them that will be essential to the success of any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan. No transportation agency can afford to stand aloof any comprehensive plan and aloof a

France to Try to Regain Record Lost to America

UCIEN BOSSOUTROY, who

endurance record, established in June, 1920, was broken by Edward Stinson and Lloyd Bertraud in New York on December 30, intends to attempt to regain the Bertraud record valid by notifying the International Aeronautic Fed-Bossoutroy's flying com panion will be Felix Dor. Both are confident they will remain in the air at least thirty-six hours. They will use a Gollath flying machine. Simultaneously with Bossoutroy's attempt, Georges Kirsch intends to try to recapture for France the altitude record of 37,800 feet, now held by Lieut. J. A. McCready of the United States Army.

the world's record by remaining in he air for 26 hours 19 minutes and 35 seconds. The previous record held by Bossoutroy, was 24 hours 19 minutes and 7 seconds.

the joint action of the legislatures of New York and New Jersey with powers, on ratification of the legislatures, to enter into as extensive an interstate enterprise as may be necessary. Advocates of the city pian admit that the act under which the city is proceed-ing merely authorizes the construction of passenger and freight tubes from

of passenger and freight tubes from Staten Island to Brooklyn under the Narrows and does not empower the city to act oficially in furthering the plan on the New Jersey side, but contend that the title of the enactment is such

It is admitted that neither the city nor the Port Authority plan can survive without the support of the railroads, the returns from whose use of the tracks, tunnels and terminals is necessary to make the investment self-sustaining.

Thus the better bargain negotiated with the railroads the better the chances of success of the plan. In the face of that situation the controversy between the city and the Port Authority presents the spectacle of the city and State bidding against each other for the support of the railroads instead of being in a position where the roads might find it sition where the roads might find it seessary to ask the taxpayers how uch they want for the use of the facil-ies which it is proposed to build with

circling course to the Raritan River, returns northward by Perth Amboy and crosses into Staten Island, making a circle of the shore.

The city's belt line does not split, but makes a circle southward, turning short of the Raritan, and crosses into Staten Island, splitting the island with branches to the shore and going under the Narrows to Brooklyn. In the center of Staten Island the city proposes a classification yard.

With these exceptions the plans are to all purposes identical, serving the shores of all the boroughs along the same proposed routes and connecting with the Long Island Railroad and the New York Connecting Railway to carry traffic northward to New England.

Arguments of cost and convenience enter in both sides of the controverse, with apparently nothing more definite than partisan opinion so far to permit decision, for the arguments of either side finds support of recognized engineers.

neers.

The city has estimated the total cost of its project at \$141,000,000. The Port Authority has made public no estimate of the cost of its proposal.

The city contends that the cost of the Port Authority's proposed tunnel under the bay would be prohibitively in excess of the cost of a tunnel under the Narrows.

Narrows.

The advocates of the Port Authority plan, on the other hand, declare that the long loop of the city's plan before reaching Staten Island would offset the lower cost of the Narrows tunnel, and the slighter grade of the bay tunnel would compensate, even granting the city advocates' contentions regarding costs.

costs.

The adherents to the city plan charge that to place the entrance of the tunnel in the congested Newark section, as the Port Authority proposes, would be nothing short of folly and would increase rather than relieve congestion.

The Port Authority people deny this and retallate that the city's plan would require the construction of expensive breakup yards at every point where it touched main lines, in addition to the classification yard in Staten Island. The

oreaxup yards at every point where it touched main lines, in addition to the classification yard in Staten Island. The city replies that such is not the case and points to conditions which it declares are similar already as existing on trunk lines without the necessity of breakup yards.

The city claims the advantage of a longer steam haul before electrification is necessary, and so the technical controversy goes on.

And most of the debates on the subject sooner or later get down to the desperation of citing who has the authority of the law and who hasn't.

Whereupon the city plan advocate arises and declares that the whole thing is settled inasmuch as the Legislature already has authorized the city to build a tunnel under the Narrows. The Port Authority advocate replies that even if the Narrows tunnel is built there would be no reason why Port Authority tracks into Staten Island could not use that be no reason why Port Authority tracks into Staten Island could not use that tunnel as well as one under the bay.

GLYNN AT MITCHELL DINNER.

Former Governor Glynn, it was announced yesterday, will deliver the speech of appreciation at the dinner to be given by the Amen Corner at the Waldorf Saturday evening in honor of Edward Page Mitchell, for many years editor of The Sun. The other speakers are to be announced later in the week. The dinner will be the twenty-first annual gathering of the brethren of the Amen Corner and the guests will include men prominent in journalistic and political circles from all over the country.

AGED MAN DIES IN TAXICAB. Ambrose Mattocks, aged 70, of 846 Columbus avenue, a master plumber, died last night in a taxicab when going home from a meeting of the board of trustees of the Scotch Presbyterian Church at 172 Audubon avenue.

FOR MRS. STILLMAN

She Returns to Montreal to Hire More Counsel for Hearings.

ng her plans for a personal roundup of

ATLANTIC CITY, Jan. 3.—John Kendrick Bangs, the author, who was operated on for intestinal trouble in the Atlantic City Hospital on Saturday, is still in a critical condition. It was said at the hospital to-night that he had not railied as it had been hoped. Fears are entertained that he will not recover. The members of Mr. Bangs's family were notified when his condition became serious, and are now with him,

BINGHAMTON MEN TELL OF CRUELTIES Ex-Soldiers Ready to Testify of Hangings in France.

BINGHAMTON, Jan. 3 .- Hazelle L. Wilpeditionary Forces, tell of hangings and cruelties withessed in France and prob-

witnesses in the North woods, Mrs. Anne Urquhart Potter Stillman returned suddenly to this city to-day to retain additional counsel to represent her at the hearings here on January 11. To Jean Crete, Mayor of Grandes Piles, at whose home she stayed last night, and to her son, James A. (Bud) Stillman, Jr., she left the work of making the trip up the St. Maurice River to see the witnesses.

Soon after Mrs. Stillman had left and the stone of the

Stillman's attorney, went before Justice Bruneau in the Quebec civil court and asked that Eugene H. Godin, king's counsellor, who has been named special commissioner, receive the necessary power to call and swear witnesses. The court granuad the motion and set the first hearing for January II. Mr. Godin said the hearings would be open to the public.

JOHN KENDRICK BANGS'S FAMILY IS SUMMONED

ATLANTIC CITY, Jan. 2.—John Kenders H. A. Germer, Ship's cook, no address; Homer R. Gilliam, fireman, of Spring City, Tenn.; William B. Nipper, fireman, of Newberry, Fla.

BATTEN



Your Son's Inheritance

THE man who leaves his son a factory producing unknown goods, leaves him merely a chance to fight for business.

The man who leaves his son a factory producing goods that have a place in the public opinion of the nation, leaves that son an inheritance which only his own folly can destroy.

This shows what it is that advertising expenditure really buys. Unknown merit is merely unknown merit. Merit recognized by public opinion is riches.

ONCE a month, or more frequently, we issue a publica-tion called Batten's Wedge. Each issue is devoted to a single editorial on some phase of business. If you are abusiness executive and would like to receive copies, write us.

George Batten Company, Inc. Advertising

Boston 10 State Street 381 Fourth Avenue

Chicago

Moulding favorable public opinion for articles or services that deserve it

JACKMAN'S Annual Sale

Direct from Wholesaler to Consumer NOW GOING ON

America's Largest Wholesale Furriers

35 WEST 35th ST.

Established Since 1860

NEW YORK

SHOES

SALE

Announcement

For All Our Shops

The Shoe Means Nothing; The Maker Means Everything

Thousands of pairs of Shoes at reduced prices, but of unreduced Hanan Quality and Handiwork.

Shoes Now Exempt From Luxury Tax

ELEVEN SHOPS THROUGHOUT GREATER NEW YORK

HANAN & SON

VALUES IN KNOX CLOTHES FOR MEN

BOTH STORES

During the next two weeks some extraordinary values may be secured in our Men's Clothing Department. Suits and Overcoats which have in style, materials and workmanship the true spirit of the Knox name and mark

SUITS 45.00 to 85.00 **OVERCOATS** 50.00 to 95.00

KNOX HAT COMPANY

LINCOLN TRUST COMPANY

7 Wall Street 346 Broadway

204 Fifth Ave. Broadway at 72nd St.

Member Federal Reserve System and New York Clearing House Association

Statement of Condition at the Close of Business Dec. 31, 1921

\$5,841,702.04 | Capital . Cash in Vault and Banks. Exchanges for Clearing House....
U. S. Government, New York State and New York City Bonds.... 1,062,749.83 2,191,664.09 1,403,061.99 238,941.00 Demand Loans on Collateral..... 4,803,826.37 Time Loans on Collateral..... 5,797,399.18 Bills Discounted..... 5,812,604,02 Acceptances Purchased..... 165,376,92 Bonds and Mortgages..... 614,020,00 Building, 204 Fifth Avenue..... 38,500.00 Customers' Liability on Acceptances 1,518,804.72 Accrued Interest Receivable..... 148,492.14

LIABILITIES Surplus and Undivided Profits.... 1,234,543.37 Reserved for Taxes, etc..... 56,117,74 Acceptances..... 1,518,804.72 Accrued Interest Payable Treasurer's Checks..... Deposits...... 24,563,092.65

\$29,637,142.30

OFFICERS:

\$29,637,142.30

FRANK J. EGAN. ALEXANDER S. WEBB. ABRAM M. RYATT PREDERIC P. DAVIS. CHARLES E. CALRO NELSON F. GRIFFIN,

NORMAN W. ANDREW JOSEPH W. ADAMS, Jr. ERNEST J. SCHILLING